3. In regard to the bridge at Karimpinpuzha, you have asked for it very reasonably, and I will take it up for very early consideration. I will call for an estimate. A bridge there will be a very expensive matter and its construction will be taken up as you suggest, when more pressing works have been carried out.

4. The roads and other works mentioned by you will also be taken up for consideration.

59. Condition of the Punalur-Vadasserikara Road.

MR. E. T. C. FARR (*Member, South Travancore Planters' Association*) said that the condition of the 11th mile on the Konni-Kumbazha section of the Punalur-Vadasserikara road was fair during 1925; but that the next three miles of the roa were in a deplorable state since June. At one part of the year, the 13th mile was impassable.

In regard to the Kumbazha-Mannarkulanji section, he said that soft earth repairs were carried out on the 15th, 16th and 17th miles. The coating of soft earth taken out from the side drains sometimes made a quagmire of the road and that was the case particularly with regard to the northern approach to the Kumbazha ferry. The metalled section on the 18th and 19th miles required ordinary maintenance.

Next, about the condition of the road from Mannarkulanji to Rajampara take-off, much work had been done and that section of the road had been considerably improved. But the last four furlongs of the first mile and the first four furlongs of the second mile were in the same condition and required attention. The two bridges needed considerable widening, especially the bridge on the 2nd mile of the road.

He appreciated the supply of a *junghar* at Vadasserikara and the attention paid to the section of the road from Vadasserikara to Rajampara take-off and said that, if similar work was carried out next year on the portion remaining to be dealt with, ordinary maintenance should suffice to keep the road in good order.

DEWAN'S REPLY: Mr. Farr, the Chief Engineer reports that an estimate for metalling miles 9 to 16 of the Pattanapuram-Ranni road has been examined. An estimate for repairing miles 12 and 13 has already been sanctioned in the last month and awaits execution.

2. The road from Mannarkulanji to Vadasserikara has been lately improved. But you complain that there is loose sand in the middle of the road. The Chief Engineer admits that there are still some bad portions requiring metalling. An estimate for this will be prepared and the work provided for in the budget for 1102.

60. Means of communication in the Pattanamtitta taluk.

MR. K. M. MATHAI (*Member, Pattanamtitta taluk*) said that the Pattanamtitta taluk was seriously handicapped in the matter of communications. The taluk was isolated from the rest on account of six difficult river crossings without crossing any one of which it was impossible to enter the taluk. It was true that *junghars* were provided; but they were not so useful as might be expected. Sufficient facilities should be provided to make the crossings easily negotiable, particularly the Kaipattur crossing, where a bridge was absolutely necessary. This was promised by Dewan Mr. Raghaviah at the nineteenth session of the Assembly, but nothing had been done towards its fulfilment.

The Mannarkulanji-Kozhencheri road was constructed by the people at considerable expense. The road would be of immense use if a few culverts were constructed and the Government should take up the work early.

The Kaipattur-Kadakkad road which was in a miserable condition and the Mannarkulanji-Perumbazhakadavu road should be metalled and other repairs attended to without delay.

He then requested that the Omallur-Pariyaram road, Peruchal-Utimud road, Ranni-Puvattummudu road, Kumbazha-Kummannur road and the Konnivakayar-Chandanapalli road should be rendered fit for traffic.

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Lastly, he requested that the river Pampa might be made navigable during the dry season by working the scheme submitted by Mr. John Kuriyan.

DEWAN'S REPLY: Mr. Mathai, I am turning first of all to what I take to be the most important, namely, the bridge at Kaipattur across the Achankoil river. I am asking the Chief Engineer to prepare an estimate and submit it to the Government as soon as possible. Then I will see whether the Government can afford the money during the approaching year.

2. As regards the culverts on the Mannarkulanji-Kozhencheri road, and Omallur-Pariyaram road, work will be undertaken soon. So too, the repairs to and metalling of the Kaipattur-Kadakkad road and Mannarkulanji-Perumpuzhakkadavu road will be considered by the Chief Engineer directly.

3. All the other points too of your representation will receive attention.

61. Difficulties of communication in Tiruvalla taluk, Group II.

MR. C. G. PARAMESVARAN PILLAI (*Member, Tiruvalla taluk, Group II*) said that, on the Chengannur-Kozhanchery road, a bridge was required at Aykad and another at Kozhipalam. People resorting to the various public offices at Chengannur, the children attending schools and people resorting to the Sastampuram cattle and vegetable markets were inconvenienced by the absence of bridges at these places. The repairs to the road leading to Kozhipalam should be completed.

The Chengannur-Mannar road, a ryots' road six miles long, should be further extended by three miles and a few culverts built at intervals to prevent the recurrence of breaches during flood time.

The culvert at Parayankuzhi between the 75th and 76th mile of the Main Central Road should be converted into a bridge so as to provide an increased waterway, and culverts should be built on either side to further facilitate drainage and prevent damage to the road.

The place called Kudavur at Attimudu forming a projection into the Pamba river should be cut down and the risk to navigation at that place reduced. No action had been taken in this matter which was brought to notice at the nineteenth session of the Assembly.

The survey of the Illimala *todu* near the Erapuzha bridge had been completed; but the encroachments had not yet been removed. The widening of this canal would not only form an indirect protection to the bridge but improve the cultivation of about three thousand *paras* of paddy fields.

DEWAN'S REPLY: Mr. Paramesvaran Pillai, as regards the construction of the bridges, the question was taken up for consideration, and the suggestion has been advanced that the present arrangements will meet the situation since the traffic is not very heavy. So, for the present, at any rate, I think you will have to be satisfied with a *junghar*. The other things will be considered at more leisure.

2. Of course, a great deal of damage has been caused to the Chengannur-Mannar road and the question of repairing such permanent damages has already been taken up.

3. As regards the conversion of the culvert at Parayankuzhi into a small bridge, it is reported that it is unnecessary.

4. You have raised a very interesting question in respect of the widening of the Pampa river at Attimudu. It is a very dangerous thing to interfere with Nature. The bends have been serving a very useful purpose. They act as moderators to the floods and hold up and prevent the floating trees, etc., from rushing headlong and doing damage to bridges. Therefore, I say, let us leave Nature alone and not be meddling with the curves and bends she has provided for the river.

5. In regard to the Illimala *todu*, an estimate has been called for already.

62. Communications, with special reference to Tiruvalla taluk.

MR. K. I. KOCHEEPPAN MAPPILLAI (*Member, Nominated*) observed that the progress of a country depended upon its means of communication and that

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